



ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY

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Transportation Update

February 2003

State Considers How to Align Transportation Projects with Available Revenue

At its February 27th meeting, the California Transportation Commission discussed ways to match available revenue with transportation projects seeking State funding. A recent survey of project sponsors shows a need for about \$1.2 billion statewide for the remainder of 2002-03 and \$1.6 billion for 2003-04 through the State Transportation Improvement Program. In addition, about \$1.5 billion has been committed to projects in the Governor's Traffic Congestion Relief Program. These commitments exceed the anticipated funding from sources available to the State. Caltrans is projecting a shortfall in the State Highway Account this fiscal year of between \$100-\$400 million growing to between \$500 million - \$1.3 billion by fiscal year 2004-05. The CTC is therefore faced with developing criteria for allocating available funds to the most pressing projects.

The CTC has stated its priority lies with construction projects that can commence immediately in order to stimulate the economy. A focus on construction only may lead to limited construction activity in future years as funds are diverted from engineering in the next year or two. The CTC will hold a special meeting on March 12th to establish a priority setting process.

CMA Evaluates Projects Funded by the State

Considering the problems with State funding, the CMA has begun the process of determining the readiness of the Alameda County projects and has established initial guidelines for prioritizing projects. The initial priorities will likely

focus on the projects seeking funding in the remaining months of 2002-03 -- the present through June 2003. Readiness is the key factor. Priorities for 2003-04 will be set as a better understanding of the upcoming State budget begins to take shape.

CMA Considers Options for its Long Range Plan

At its annual workshop/retreat on February 8th, the CMA discussed possible solutions for the county's ten most congested corridors. This dialog also included a discussion of how the CMA apportions funding in its long-range transportation plan and how the current approach impacts solutions in congested corridors. The Board has agreed to revisit its approach to funding and has established a task force to consider options and make a recommendation. The task force is expected to begin meeting in April.

CMA Begins Process of Updating Congestion Management Program

The CMA has begun the process of updating the CMP. The draft CMP is expected to be available for public review and comment in July 2003. A final document is scheduled for September. The 2003 update will focus on the following:

- Changes to recognize new legislation
- Criteria for designating roadways subject to the CMP
- Amendments to the travel demand management element
- Incorporation of SMART growth concepts in the land use analysis program
- Revisions to the Capital Improvement Program
- Treatment of CMP roadway segments exempt from deficiency plans

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